



DEPARTMENT OF TRANSPORTATION
HAZARDOUS MATERIALS REGULATIONS BOARD
WASHINGTON, D.C. 20590

19121

[49 CFR Part 173]

[Docket No. HM-72; Notice No. 70-27]

TRANSPORTATION OF HAZARDOUS
MATERIALS

Phosphorus Oxychloride in Cargo
Tanks

The Hazardous Materials Regulations Board is considering amending the Department's Hazardous Materials Regulations to confirm that phosphorus oxychloride may be transported in MC 310, MC 311, and MC 312 cargo tanks fabricated wholly of type 316 stainless steel. In so doing, it is also proposed to combine current paragraph (a) (8), (13), (14), and (15) of 49 CFR 173.271 into a new paragraph (a) (8) for consistency and clarification. Also, it is proposed to clarify the cargo tank cladding thickness requirement.

This proposal is based, in part, upon a petition submitted by the Bureau of Explosives, Association of American Railroads at the request of the Manufacturing Chemists Association, Inc. Presently, § 173.271(a) (13) prescribes the use of these specification cargo tanks when tanks are clad with a minimum of 20 percent type 316 stainless steel. Earlier, because ambiguous language implied that only such tanks clad with the subject steel are authorized, special permits were issued to accommodate tanks made wholly of type 316 stainless steel. Subsequent thereto, and upon further consideration, it was determined administratively that cargo tanks made wholly of type 316 stainless steel qualify for use under the words authorizing cargo tanks with a minimum of 20 percent cladding. The change proposed herein clarifies the application of that determination.

It is intended that the 20 percent minimum thickness factor be directed to the thickness of the cladding material which is the product of multiplying the design thickness of the tank's parent metal times 0.2. The thickness of the cladding material is not to be considered an integral part of the parent metal thickness but an addition thereto.

In consideration of the foregoing, it is proposed to amend 49 CFR Part 173:

In § 173.271 paragraph (a) (8) would be amended; paragraph (a) (13), (14), and (15) would be canceled as follows:

§ 173.271 Phosphorus oxybromide, phosphorus oxychloride, phosphorus trichloride, and thiophosphoryl chloride.

(a) * * *

(8) Specification MC 310,¹ MC 311,¹ or MC 312 (§§ 178.340, 178.343 of this chapter).

Tank motor vehicles, subject to the following conditions:

(i) Lead-lined or nickel-lined tanks. If nickel-lined, the lining must consist of at least $\frac{1}{32}$ -inch of uncontaminated nickel at all points including rivets, welds and other joints, and edges of tank plates.

(ii) Tanks clad with type 316 stainless steel having minimum thickness of 0.2 times the design thickness of the parent metal. Authorized only for phosphorus oxychloride.

(iii) Tanks made from type 304 or 347 stainless steel. Authorized only for phosphorus trichloride.

(iv) Tanks made from type 316 stainless steel. Authorized only for phosphorus oxychloride and phosphorus trichloride.

(v) Specification MC 311¹ or MC 312 tank motor vehicles only. Tanks must be constructed of nickel at least 99 percent pure with all cast metal parts of the tank in contact with the lading having a minimum nickel content of approximately 96.7 percent. Authorized only for phosphorus oxychloride and phosphorus trichloride.

* * *
(13) [Canceled]
(14) [Canceled]
(15) [Canceled]
* * *

¹ Use of existing cargo tanks authorized, but tanks of new construction not authorized for use.

Interested persons are invited to give their views on this proposal. Communications should identify the docket number and be submitted in duplicate to the Secretary, Hazardous Materials Regulations Board, Department of Transportation, 400 Sixth Street SW., Washington, DC 20590. Communications received on or before February 2, 1971, will be considered before final action is taken on the proposal. All comments received will be available for examination by interested persons at the Office of the Secretary, Hazardous Materials Regulations Board both before and after the closing date for comments.

This proposal is made under the authority of sections 831-835 of title 18, United States Code, and section 9 of the Department of Transportation Act (49 U.S.C. 1657).

Issued in Washington, D.C., on December 14, 1970.

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direction of the Commandant,
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rier Safety, Federal Highway
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